

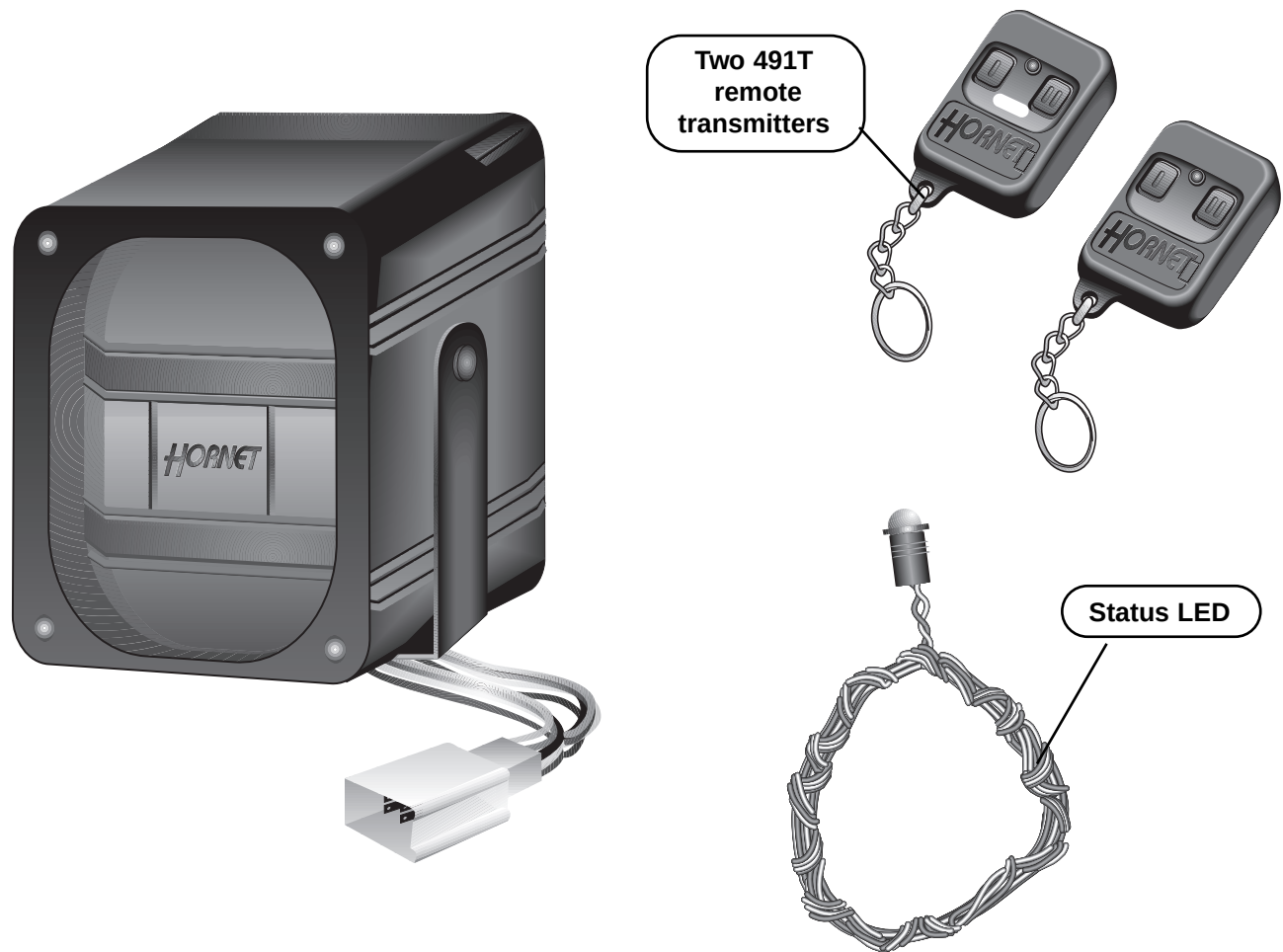


719T Installation Guide

Page 2	Installation points to remember
Page 3	Wire connection guide
Page 4	Transmitter Learn Routine™
Page 5	Operating-settings Learn Routine™
Page 6	Feature descriptions
Page 6	Shock Sensor Adjustment
Page 7	Troubleshooting



Directed Electronics, Inc.



INSTALLATION POINTS TO REMEMBER

Do not disconnect the battery if the vehicle has an anti-theft-coded radio. If equipped with an air bag, avoid disconnecting the battery if possible. **IMPORTANT:** Many airbag systems will display a diagnostic code through their warning light after they lose power. Disconnecting the battery requires this code to be erased, a procedure that can require a trip to the dealer.

Before beginning the installation:

- Check with the customer on Status LED location.
- Remove the domelight fuse. This prevents accidentally draining the battery.
- Roll down a window to avoid being locked out of the car.

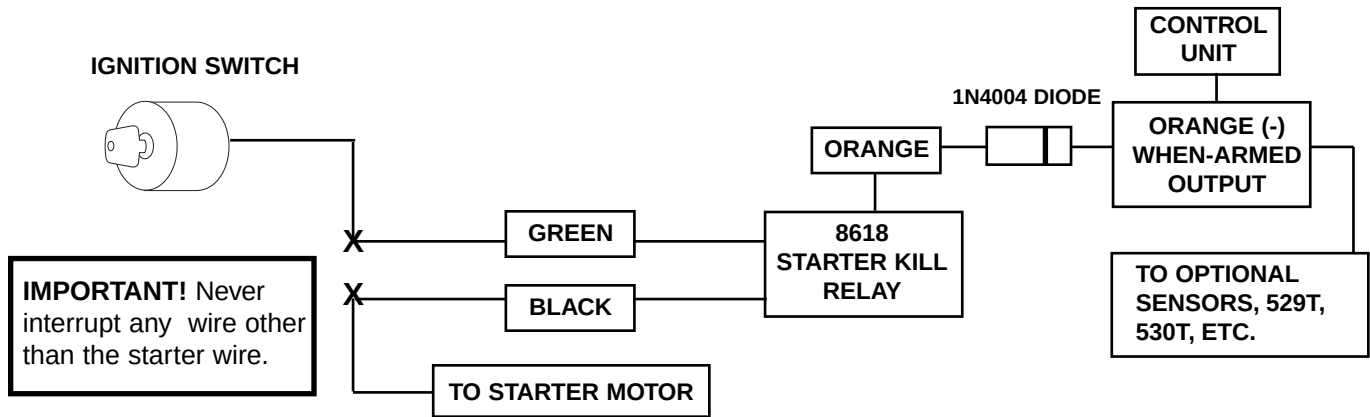
During the installation:

- Mount the unit in the engine compartment, away from heat sources and areas that must be accessed for routine maintenance of the vehicle.
- Mount the unit with the siren portion facing down. This will prevent water damage to the unit.
- Route the wires away from the unit and make sure they are securely fastened away from the moving parts of the engine.
- Place the antenna as high as possible and as straight as possible for maximum operating range.

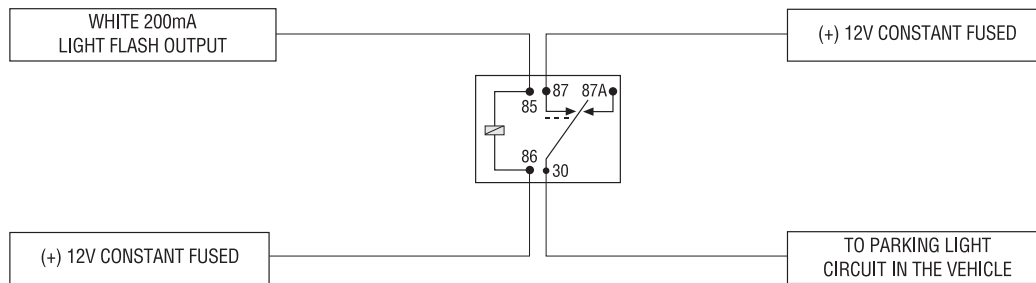
WIRE CONNECTION GUIDE

ORANGE (-) ground-when-armed output: This wire supplies a (-) 500 mA ground as long as the system is armed. This output ceases as soon as the system is disarmed. This output can be used to interrupt the starter circuit using an optional 8618 starter kill relay as shown below.

NOTE: If connecting the ORANGE wire to control another module, such as a 529T or 530T window controller, a 1 amp diode (type 1N4004) will be required. Insert the diode as shown below.



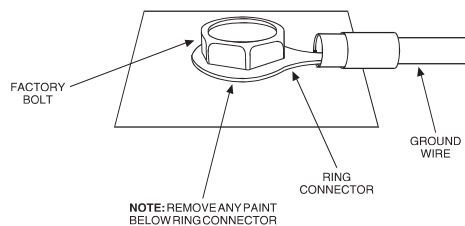
WHITE (-) light flash output: The unit supplies a 200 mA output that can be used to flash the parking lights of the vehicle. If the vehicle uses a relay to drive the parking lights, this wire may be connected directly to the control wire for the factory relay. In most cases, however, a relay will be required to drive the parking lights, as shown below.



BLUE (-) instant trigger input: This input can be used for hood and trunk pins, or optional sensors.

BLUE/WHITE 2V (-) LED output: Connect this to the blue wire of the supplied LED. Connect the RED wire of the LED to a fused source of (+)12V.

BLACK (-) chassis ground input: Connect this wire to bare metal, preferably with a factory bolt rather than your own screw (screws tend to either strip or loosen with time)



RED (+)12V constant power input: Before connecting this wire, remove the supplied fuse. Connect to the battery positive or to the (+)12V feed to the dome light circuit.

NOTE: Always use a fuse within 12 inches of the point you obtain (+)12V. Do not use the 10A fuse in the harness for this purpose. This fuse protects the module itself.

TRANSMITTER LEARN ROUTINE™

The system uses a microprocessor-based Learn Routine to learn and store transmitters in memory. Up to four transmitters are retained in memory, even if the unit is disconnected from the vehicle battery.

To enter the Transmitter Learn Routine™:

1. Power the system up. If the system is already powered up, it must be powered down before it will enter the Transmitter Learn Routine™.



2. Within 5 seconds press button one on the first transmitter. The siren will chirp once.



3. Within 5 seconds press button one on the first transmitter AGAIN. The siren will chirp twice.



4. Within 5 seconds press button one on the first transmitter a THIRD time. The unit will generate one long chirp.

5. Repeat steps 2-4 for all transmitters to be learned. The system will learn up to four transmitters in this fashion.

The Transmitter Learn Routine™ will automatically be exited if 5 seconds elapses without the unit receiving a transmitter code. The system will generate one short chirp followed by a long chirp when the Learn Routine™ is exited.

TRANSMITTER LEARN ROUTINE™

Many of the system features are programmable. The Operation Settings Learn Routine™ is used to access and program the system features. You must have a programmed transmitter to program features.

To enter Learn Routine™:

1. Arm the system.
2. Disarm the system.



3. Press and hold both buttons on the transmitter until the unit generates a long chirp. The long chirp is followed by a short chirp indicating step one in the Operation Settings Learn Routine™.
4. Release the transmitter buttons.

Repeat steps 3 and 4 to advance to the next step. Each time, the short siren chirps will indicate what step you have accessed.

FEATURE

ONE CHIRP



TWO CHIRPS



Current sense

on

off

Current sense delay

5 seconds

5 minutes

Audible arm/disarm
confirmation

on

off

5. Program the selected feature. Pressing button one on the transmitter will select the one chirp setting and the siren will chirp once. Pressing button two on the transmitter will select the two chirp setting and the siren will chirp twice. The default settings are the one chirp settings except where indicated by **bold** text.

After programming a feature, another feature can be selected by repeating steps 3 and 4. The Learn Routine™ will be exited if you wait longer than 5 seconds between steps. The system will exit Learn Routine™ immediately if you repeat steps 3 and 4 more times than there are features. When Learn Routine™ is exited, the unit will chirp once followed by a long chirp.

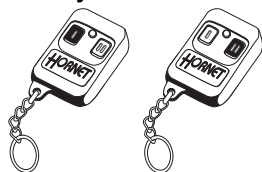
FEATURE DESCRIPTIONS

- 1 CURRENT SENSE ON/OFF:** This feature is used to defeat the current sensor of the unit. If turned off, the system cannot detect the doors opening, unless the BLUE wire has been connected to the door switch circuit.
- 2 CURRENT SENSE DELAY 5 SECONDS / 5 MINUTES:** This feature selects the delay time before current sensor can trigger the unit. In some vehicles, electric fans and other circuits may stay on after the ignition is turned off. Selecting the 5 minute delay will prevent those systems from triggering the current sensor.
- 3 ARM/DISARM CHIRPS ON/OFF:** This feature controls the chirps that confirm the arming and disarming of the system.
- 4 CODE HOPPING™ ON/OFF:** The system uses a mathematical formula to change its code each time the transmitter and receiver communicate. This makes the group of bits or "word" from the transmitter very long. The longer the word is, the easier it is to block its transmission to the unit. Disabling the Code Hopping™ feature lets the receiver ignore the Code Hopping™ part of the transmitter word. As a result, the unit may have better range with Code Hopping™ off.

SHOCK SENSOR ADJUSTMENT

The system features a Doubleguard shock sensor inside the control unit. All adjustments to the sensor are made using the transmitter.

To adjust the shock sensor Warn-Away:

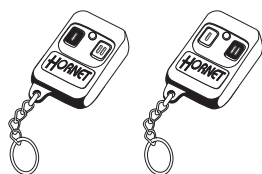


- 1: Disarm the system.
- 2: Within five seconds press and hold button II on the transmitter until the unit generates a long chirp.
- 3: Release button II on the transmitter.

To test and adjust the current Warn-Away setting:

Strike the vehicle to test the current setting. If the impact is detected the unit will chirp three or four times. If the current setting is acceptable do nothing and the unit will exit shock sensor adjustment mode. If the current setting is unacceptable press button I to decrease the sensitivity or button II to increase the sensitivity. Each time button I is pressed the unit will emit one chirp and the sensitivity is decreased one step. Each time button II is pressed the unit will emit two chirps and the sensitivity will be increased one step. There are 16 possible settings. When the maximum or minimum setting is achieved the siren will emit a long chirp.

To adjust the shock sensor full trigger:



1. Arm the system.
- 2: Within five seconds press and hold button II on the transmitter until the unit generates a long chirp.
- 3: Release button II on the transmitter.

To test and adjust the current full trigger setting:

Strike the vehicle to test the current setting. If the impact is detected the unit will chirp three or four times. If the current setting is acceptable do nothing and the unit will exit shock sensor adjustment mode. If the current setting is unacceptable press button I to decrease the sensitivity or button II to increase the sensitivity. Each time button I is pressed the unit will emit one chirp and the sensitivity is decreased one step. Each time button II is pressed the unit will emit two chirps and the sensitivity will be increased one step. There are 16 possible settings. When the maximum or minimum setting is achieved the siren will emit a long chirp.

Note: If more than five seconds elapse without an adjustment, shock sensor adjustment mode exited.
Repeat steps 1 - 3 to make additional adjustments.

The siren will generate one long chirp followed by two short chirps when the shock sensor adjustment mode is exited.

TROUBLESHOOTING

The current sensor does not work.

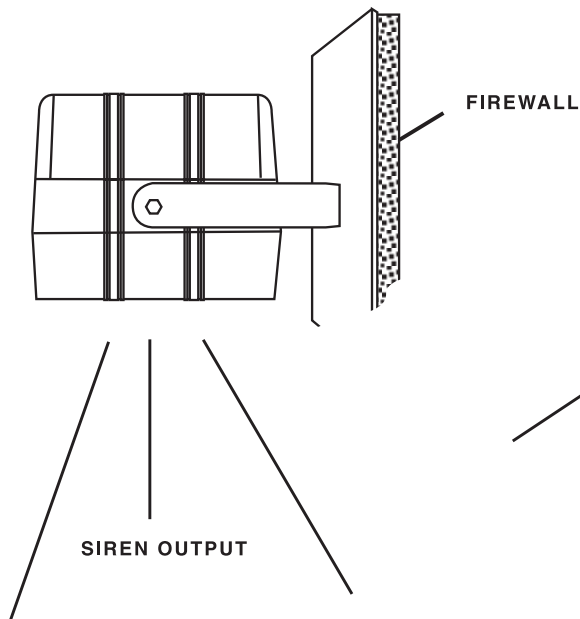
Is it programmed off? Is it programmed for 5 minute delay? See page 6.

The current sensor can sense the domelight circuit more effectively if the RED (+) 12V input wire is connected directly to the dome light positive circuit. This is not necessary in most cases, but will help when the dome light circuit is extremely low current.

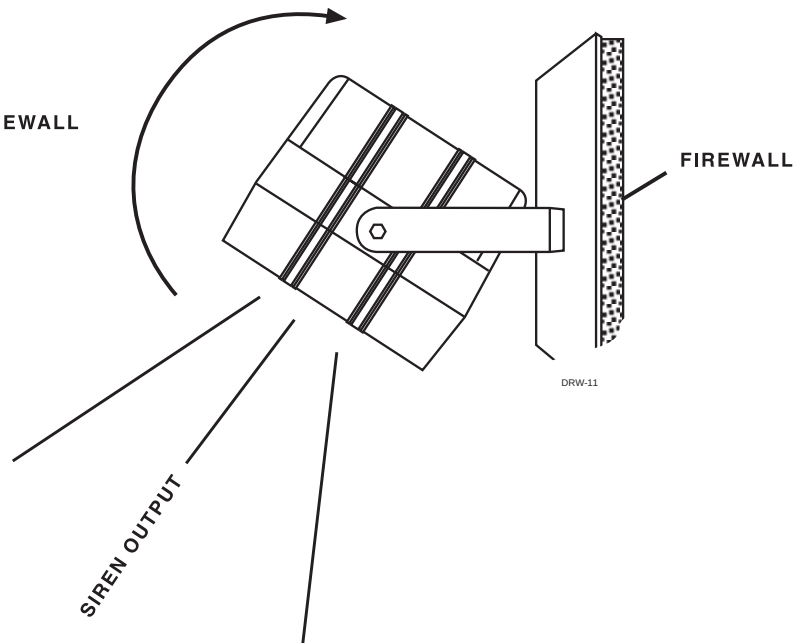
The shock sensor is not sensitive enough.

The mounting of the control unit is critical to shock sensor performance. If relocation of the control unit does improve performance of the sensor, the angle of the unit and the bracket may be changed as shown below. Remember, the siren must be protected against water damage and the more the angle is changed, the easier it is for water to collect in the siren housing.

BEFORE CHANGING MOUNTING ANGLE



AFTER CHANGING MOUNTING ANGLE



After programming the remote does not arm and disarm the system.

Follow the instructions for Transmitter Learn Routine carefully (see page 4). The remote must be pressed three separate times in order for the system to learn the transmitter code properly.

